# THE TIMES

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THE TIMES COMPANY.

TUESDAY, JUNE 17, 1890.

### COLONEL JOHN H. GUY.

In the death of John H. Guy the city of and has lost one of its most valuable ns and the State one of its most wor a name of which any man might be proud. A good man, a gallant soldier, an able law er, he has fallen with his armor on.

Undergoing for many years the suffering of a broken and feeble body; cut off necessarily from the pleasures of life which a vicorous frame makes possible, he acquired the quiet charm of manner and gentleness of demeanor that was so attractive to all

No citizen ever was more respected by his fellow-citizens: no lawver was ever more faithful to his clients or more just to his adversaries. At the head of his profession closely occupied with the burden of a heavy practice, he had always time to help any who needed assistance-whether it was th advice given a member of his profession, or

"You had the hard side," he said, almos tenderly, to a young lawyer who recently one of the last cases the speaker ever ar-

Having lived in the country, in the early part of his life, Col. Guy was fond of all the pursuits of country life. There, like so my other great lawyers, in the solit wood and field, he acquired those habits of deep thought and calm reflection that rendered him so strong before the courts. Away from great libraries, he early learned to reason out the law. Satisfied of the principle, he was willing to forego the use many authorities; and his briefs were more indebted to the power of his own thought than to the thoughts of others.

Not that precedents were unsought or unvalued by him, as every judge before whom. and every lawyer with whom he practiced knows; but these were looked to to sustain nciple rather than as substitutes there

It was said of James Scarlett, the great lawyer, better known as Lord Abinger, that generally disappointed all who heard speak, except the judge and jury. Some, knowing Colonel Guy's reputation as a lawyer, might at first have been disag pointed at the quiet, simple manner of the speaker, but the ear of court and jury was always attentive to his words, even though spoken in a whisper.

Great as is the loss of his family, the loss of his profession is hardly less. He stood as the standard of all that is best. His integrity, his fidelity, his ability, tempered ever by a genial disposition and cordial manner, made him a fit example for every lawyer and every layman to follow.

To-day the whole city mourns with his be-reaved family, and many feel his loss as a personal one.

# UNSELFISH PROTECTIONISTS.

by Republican speakers for the purpose of allaving the growing teeling of hostility to the tariff which prevails among those whose interests are leading them to favor more and more decidedly the free importation of raw materials, is to urge the As Speaker Reed expressed it in his recent address before the members of the Home Market Club in Boston, "the principle upon which Protection is founded, is not the fostering of a few pet industries, but the preserving of the American market for the American people."

Without commenting at length on the manifest absurdity of the statement that tection is not founded upon the principle of fostering a few pet industries-it is upon this very principle that it is founded, substituting "many" for the word "few" without commenting further upon this characteristically false statement of the Speak-er, the expression of opinion may be ven-tured that Mr. Reed and those who think like him, must have a very exalted conception of human nature if they suppose that manufacturers whose business demands free raw materials as the prime condition of profit, if not of existence, are going to neighbors are growing prosperous at their expense. What consolation can such manufacturers find in the grandiloquent senti- face with the fact that they cannot exercise can people," if this very sentiment is conducing to their individual rain by depriving them of that margin of profit which lies in the difference between free and taxed imported raw material? Why should such men consider it proper and just that their interests should be subordinated to those of first set are favorable to it? To submit calmly and uncomplainingly to such a condition of affairs would argue that those who demand free raw [materials possess far more philanthropic dispositions than commonly fall to the lot of men. It is no its repeal. ble alternative to them either to have to confer their property by slow degrees upon their fortunate neighbors, or to have to retire from the form of business in which y are engaged. To neither contingency is it likely that they will submit with pa- better returns than that spent in any other

is it likely that they will submit with patience. Patience under such circumstances is not to be expected of them. All the homilies of Republican orators will not remove their dissatisfaction.

The Republican leaders, it would appear, rather suspect this themselves, for their remarks when they touch upon this key are far from being confident. Hear Speaker Beed in his recent address in Boston: "If you demand an American market for the

ieve in it for others. What you need is not mly a business of to-day, but a business of to-morrow. What you need is not a boom, but a steady, regular business. How can

sts, shows to what an extremity Speaker Reed and his political associates are reduced in their effort to bolster up the waining cause of a high tariff that imposes heavy duties irrespective of persons and circumstances.

REPUBLICAN AGGRESSION. While the Southern people are fully awar the dangerous and vexatious character of that measure in the form that it is certain to be rushed through both houses of Conhave been anticipated. It may be that the eading newspapers of the South, which rehey are published, than the districts, the inhabitants of the large cities very naturally, not being as apprehensive black population is to be found. Whether this be correct or not, the Southern peop publican party, an expectation justified by existence, and they are therefore disposed to regard with more or less philosophy even the Southern States as being precisely in

keeping with its character. But the present attitude of the people toward the bassage of the National election law probably has its principal explanation in the firm belief which they have in the material destiny of their section. The growth of the Southern States i wealth and population, which has been s great in the last few years, must be wholly unprecedented in the course of the next de Republican majority in Congress for the indisguised purpose of placing the Southeru States under the heel of the Republica party, may impede that growth, but cannot States is its most powerful bulwark against apse of each year. The Southern people ecognize this. They recognize that not a nine is opened, not a factory is built, not a railroad constructed, not a town founded hat the barrier against the tyrannical interference of the Republican party is not endered stronger and firmer.

Nature itself is in a conspiracy with the outhern people to disconcert the purposes of this party with reference to the South Day by day and month by month a large and influential body of the Northern people ar oining in this conspiracy. Not a dollar of Northern capital is invested in the South hat it does not constitute a protest against the passage of such a measure as the Na ional Election law, and this protest will ients in the Southern States increase in volume. With all her elements of natural wealth being rapidly developed, with her native and acquired white population increasing enormously in size, the South can afford to regard with comparative indifference even the passage of such laws, as the National Election law. All the forces of JULY 15th, 1890, at the above place an he age are on her side in the contest with THE MERCANTILE TRUST COMPANY. the Republican party. The moral and economic forces of the world are on her side. Civilization itself is her supporter. As surely as civilization will conquer barbar sm, as surely as intelligence will govern

ignorance, just so surely will the South tri-

her prosperity. FEDERAL CONTROL OF ELECTIONS. It may be regarded as a foregone conclusion that a bill, giving the Republican party in Congress control of the Congres sional elections of next Fall, will pass the One of the favorite methods now adopted House. From a body constituted is that, where men, such as Butterworth of Ohio, can make strong speeches against an objectionable measure one day, and then turn right around and, under the crack of the party whip wielded by so unscrupulous a ringmaste latter to sacrifice their individual prosperity for the supposed advantage of the people of the United States at large, be left unturned by the reckless majority in the Lower House to retain a power which a day to any who may wish to improve their

> at the polls. Neither is anything to be expected of the Senate. That staid and dignified body may, and doubtless will, discuss at length and with deliberation the Federal election bill which will be presented to it from the House. But that patriotism should prevail over narrow-minded partisanry in a body which, while claiming to be so very honorable and so very conservative, could deliber

almost a certainty before Congress ad journs, nothing remains for the Democrats to do but to expose the viciousness and unconstitutionality of such a law before it passes, and then afterwards make the meas ain quiet while they observe that their ure as odious as possible. In the North super visors should be demanded in every district so that the voters may be brougat face t nt, "an American market for an Ameri- their privileges as tree American citizen without being under the espionage of Fed eral partisan overseers. In the South, the Democracy should be thoroughly organized, and make themselves acquainted as fully as make themselves acquainted they can with the exact status of every they can with the exact status of every if the attempts to thwart the will of the another set of manufacturers, who are as bitterly opposed to free raw material as the fore the courts. In this way the proposed Federal Election law will be rendered as harmless as may be, while before another year shall have passed the Northern voters. year shall have passed, the Northern voters themselves will be the most clamorous for

> EVERY man in Richmond should advertise his business in the newspapers published in this city. It is the experience of this country that money so spent brings in

you demand an American market for the American people," he said on that occasion to the members of the Home Market Club, be purchased in Richmond instead of being you must grant it. If you believe in it for yourselves you cannot stand up and disbe-

AUCTION SALES-Future Days.

VOTICE OF SALE.

but a steady, regular business. How can you get it if you shut out from the American market your own fellow-citizens? If you want stability you must broaden. If you ask you must give." A generous sentiment! a doctrine most sound! but how inconsistent in the mouth of a protectionist, whose economic principles are based upon selfishness. Protection is essentially and radically, selfishness in its most highly developed form. To demand unselfishness in their business of a large body of protectionists, shows to what an extremity Speaker.

Default having been made in he payment of interest upon some of the bonds in the payment of interest upon some of the bonds in the 31st aday of December, 1887, of trust made the 31st aday of December, 1887, of trust made the 31st aday of December, 1887, or pany, a corporation of the State of trust made the 31st aday of December, 1887, of trust made the 31st aday of December,

17TH DAY OF MARCH, 1890,

THE MERCANTILE TRUST COMPANY,

THE MERCANTILE TRUST COMPANY,

The above sale is hereby postponed to Bezutifully located on high, healthy THE MERCANTILE TRUST COMPANY, Dated April 15th, 1890. ap 15,29

The above sale is hereby postponed t MAY 15th, 1890, at the same place and hou THE MERCANTILE TRUST COMPANY. Dated April 28, 1890. ap 29,my 15

The above sale is hereby postponed JUNE 16, 1890, at the above place and hathe MERCANTILE TRUST COMPANY, Dated May 14, 1890.

Dated June 16th, 1890.

SPRATTS will keep umph over all her enemies, and will emerge victorious from every contest in which it is your dogs

sought to shackle her liberties and destroy DOG CAKES Thealthy, and sweet

and clean. No other food required. No trouble No cooking! No mess!

SPRATT PATENT SOAP AND MEDICINES

ALWAYS ON SALE, SEND FOR PAMP HLET

Polk Miller Drug Co. EDUCATIONAL.

EDUCATIONAL.

Not expecting to leave the city during vaca the Lower House to retain a power which they fully realize will certainly be lost to them unless something can be done to prevent the expression of popular sentiment to the problem of the problem of popular sentiment to the problem of the problem

REAL ESTATE BUSINESS.

SPENCER, SIGGINS & BOOZ,

WAYNESBORO AND BASIC CITY, VA.,

REAL ESTATE, STOCKS AND INSUR-W. M. YAGER & CO., REAL ES-

TATE BROKERS AND MANAGERS OF MAGIC CITY REAL ESTATE, EX-CHANGE, ROANOKE, VA.

Property of all kinds for sale or rent. Ale ome beautiful farms for sale.

R. D. BUFORD

REAL ESTATE BROKER, BEDFORD CITY . . VIRGINIA Buys and seils all kinds of real estate o commission. Special attention paid to the interests of investors in Bedford City and county property. my13-3m

BRENAMAN & WATKINS.

Real Estate, Stock Brokers and and Foundry Iron. Insurance Agents,

GLASGOW & BUENA VISTA

Desirable Property

Greensboro, N. C. Thirty-Two Acres,

High level ground; good water; twenty acres suitable for factory site; balance laid off in seventy-five building lots, \$5,000. TWO FOUR-ROOM COTTAGES

in the best resident part of the town, threminutes walk from depot; at present lente for \$100 a year. Houses new, \$1,000 each part of the part of the

Forty Beautiful Residences Built and Contracted For.

BUS LINE

FOUR TIMES A DAY FROM POST-

PLATEAU

A mile and a quarter from

HOUSE

Overlooking the entire city.

LOTS

Sold on monthly payments, and at Extremely Low Figures. Electric Lights, Tel phone, and Two Daily Mail Deliveries.

MACHINERY, Etc. IN ADDITION TO OUR

LOCOMOTIVE BUSINESS, HIGH CLASS STATIONARY AND PORTA BLE ENGINES AND BOILERS

work, fully guaranteed. RICHMOND LOCOMOTIVE AND MACHINE WORKS!

Chaffings, **Eruptions**, Sore Eyes, Sore Feet, Mosquito Bites, Stingsoffnsects, Inflammations, Hemorrhages, AVOID IMITATIONS

SHEET EXAMINE FAC-SIMILE OF

Cuts. Boils, Burns, Wounds, Bruises, Catarrh, Soreness,

Lameness. BUFF WRAPPER ACCEPT NO SUBSTITUTE. POND'S EXTRACT CO., 76 Fifth Avenue, New York



Price, 25c. Per Gallon. POLK MILLER & CO., Gen'l Agents

L. H. LIGHTFOOT, BROKER AND DEALER IN VIRGINIA LEAF AND KENTUCK, BURLEYS. OFFICE: TOBACCO EXCHANGE BUILDING.

THE NORTH CAROLINA STEEL AND IRON COMPANY

Greensboro, N. C.

### OFFICERS.

President, JAMES A. ODELL; Vice-President, JULIAN S. CARR; Secretary, CHAS, D. BENBOW; Treasurer, S. H. WILEY; General Manager, J. J. NEWMAN; Attorney, THEO, F. KLITTIZ; Executive Committee, JAMES A. ODELL, D. W. C. BENBOW, JULIUS A. GRAY; Financial Agent, ROBT, T. GRAY.

JUREUTCRS-A. B. Andrews, Second Vice-President R. and D. R. R. Company, Raleigh; Julies A. Odell, President Odell Hardware Company, Greensboro, N. C.; Julius A. Gray, President Cape Fear and Yadkin Valley Railway Company, Greensboro, N. C.; Theodore F. President Cape Fear and President Yadkin Valley Kailway Company, Salisbury, N. C.; Julian S. Carr, Fresident Blackwell's Durham Tobacco Company, Durham, N. C.; D. W. C. Benbow, Greensboro, N. C.; Robert T. Gray, Attorney-at-Law, Raleigh, N. C.

# THE CAPITAL STOCK OF THE COMPANY IS \$1,000,000.

The Company will build at once Two Seventy-five Ton races, One to Make Bessemer Iron, and the other, Mill Foundry Iron.

A Sunday, for Amelia Courthouse and intermediate points.

TRAIN No. 14, 6:20 A. M.

CLOVER LOCAL, daily, except Sunday, for courthouse and intermediate points.

TRAIN No. 14, 6:20 A. M.

CLOVER LOCAL, daily, except Sunday, for Amelia Courthouse and intermediate points.

A TLANTIC COAST LINE.

ARRIVE AT RICHMOND AND PETERSBURG ROAD TIME TABLE.

Fram No. 53 at 5:15 A. M.; No 51 at 3:30 P. M., and No. 41 at 8:45 A. M.

Commencing SUNDAY, May 11 Furnaces, One to Make Bessemer Iron, and the other, Mill

This company has purchased about 2.500 acres of land within and adjoining the rate limits of Greensboro, bounded on the north by North Buffaio river, and beautiful cated for building and manufacturing sites, at an average price of 535.00 an acre. To more than has been paid for the town site lands on which most of the industrial of the South have been built up, and in comparison with which this has the immeast acvantages of extensive railroad connections and facilities, unexcelled by any of the attractive, progressive town of 7.000 people to start with. Water works, gas works, elight works, paved streets, churches and schools, elegant houses, an established societal the attractions that pertain to an old community.

### LAND SALES.

# REPORT OF THE RUN

"ORE HILL" CHAR-COAL FURNACE.

DEAR SIR,—When you asked me, some daysego, to was the yield of metal at Or Hill Furnace for every 100 pounds ore put in the furnace—at that time I could not recollect Yesterday I was overhauling some of the Sapona Iron Company's papers, and cam across the furnaceman's report of the amount of charges put in and metal made during the first ten days of April, 1865, from which I find that for every 100 pounds of ore charged, the furnace is creatted with a fraction over 63 pounds of metal. Yours truly, Sallsbury, N. C., November 15, 1888.

# From a Letter from S. A. Richards.

[Formerly Superintendent of Furnaces, Joliet Steel Company.]

2000,000 tons in all.

This does not include the specular ore at Ore Hill, which may be considered when developed. This ore, used as a mixture, should yield 60 per cent. product, so that it would be fair to assume that Ore Hill and the deposits in the immediate vicinity, when all worked should yield 4,500,000 tons of pig from (8 gned)

8. A. RICHARDS.

# Bessemer Iron in North Caro ina.

[From Manufacturers' Record, January 4, 1890.]

of ores on this property, and these samples are fair averages from all the veins: Metallic fron. Phosphorus

A A COAL ST.			58 67	none
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44	******		THE PERSON NAMED IN	
		\$1.5 ments	COURSE STAY	March 2, 1800

Mr. J. A. Odell, Greensboro, N. C., President North Carolina Steel and Iron Company Dear Sir,—I gave Mr. J. A. Gray to-day the following estimate of the cost of making pla on at Greensboro. ron at Greensboro.

Amounte 50 per cent., f. o, b, at Ore Hill—2 tons ore at \$0.55....

Freight to Greensboro—2 tons, 40 M, at \$1c...

loke, f. o, b, at Focahontas—15; tons at \$1.65...

reight to Greensboro—15; tons, 215 M, at \$1c...

imestone, f. o, b, at Germanton—15; tons at 0.30,

reight to Greensboro—15; tons, 35 M, at \$2c...

ay-roll—Officers and men...

lognehers—Maintenance, results, etc... Cost of one ton pig at Greensboro ......

# Fuel Supply.

So much for the ores. Now, as to the question of fuel,
For reasons that will be set set forth further on, it has been decided to build the furnaces
for reasons that will be set set forth further on, it has been decided to build the furnaces
for consider. The C. F. and Y. V. road is now building from Mr. Airy, northward to the
state line. The Norfolk and Western road is extending its Cripple Greek branch, which
leaves the main line at Pulaski City, southward, to meet it, it is expected that connection
will be made within a year. When that is accomplished, direcusboro will be but about 245
miles from the Pocahonias coke ovens, from which comes the best coke in America. Other
roads are now outliding and others still are projected, through Western North Carolina to
the coking coal fields of West Virginia and Eastern Kentucky.

There is a possibility, however, not to say a probability, that the furnaces at Greensboro
will be independent of that district, in the locatier of coke. The Deep River coal fields fiftythree miles below Greensboro, and traversed by the C. F. and Y. V. road, are assuming increased importance every day, as they are explored and the coal tested. Mr. Fred. H. Smith
makes, in his report, promit ent and hopeful mention of this coal as a possible source of fuci
supply for the Greensboro furnaces. It is favorably referred to also in the report of
Professor Wilber.

drests of thousands of acres of magnifice at timber, unculied, long leaf pine, and several warities of hardwood.

With the impetus given it by this enterprise, and with its advantages for iron and steel making and the manufacture of products using these as raw material, its advantages for garder's Agency, No. 1000 Main street. Bagwood-working shops of every sort, for textile industries, and for manufacturing in general, together with its attractions as a place of residence, Greens-oroought to become one of the most important centres of industry in the South, the industrial and commercial metropolis of Night.

of North Carolina.

This is the greatest industry launched in the Southern States since the war, and is destined to revolutionize steel-making in America. Capitalists should give this matter their carnest attention. It is worthy of it, many persons who are not considered over sanguine confidently expect this stock to be worth over \$250 per share, within two years. It should be remembered that this company owns all the properties alluded to, and they were bought at bed-rock prices—ann could be sold at a big arvance now.

Subscriptions to Stock.

The capital stock of the North Carolina Steel and Iron Company is \$1,000,000, in shares of \$100 each. The purchase of ore properties and town site lands, and the work of organization, etc., will involve an outlay of about \$400,000. The remaining \$600,000 will be used for constructing and operating the two furnaces, and such allied industries as the company may dertermine to establish, and for developing and making valuacie its town property.

The Company offers for sale at par, such of its stock as may not have been taken. It is to be paid for, one fourth down; and the remainder, to be subject to proper calls from the Board of Directors; c. its not to be made for more than one-fourth at any one time; and not to be oftener than once in sixty days. Books of Subscription are Now Open At

GREENSBORO, N. C. THE DAVIS AND WILEY BANK, SALISBURY, N C, SAMP ES OF EVERY GRADE SENT ON APPLICATION. EACH PACKAGE GUAS THE STOCK IS NON-ASSESSABLE AND IS TO BE FULLY PAID UP MALLEGADS

RICHMOND & DANVILLE R. R. SHORTEST AND QUICKEST BOUTE SOUTH AND SOUTHWEST.

CHEDULE IN EFFECT APRIL 22, 1890. LEAVE RICHMOND:
TRAIN No. 52, 2:30 A. M.

SOUTHERN EXPIRESS, daily, for Danville, S. Greensboro Winston-Salem, Durhams, Raielgh, Randleman, Salisbury, Asheville, Hot Springs, Charlotte, Columbia, Alken, Augusta, Atlanta, Birmingham, Montsomery, New Orleans, Texas, and California, Pullman palace sleeping-cars Richmond to Danville and Danville to Asheville, Augusta, Birmingham, and New Orleans.

TRAIN No. 54, 11:00 A. M.

VIRGINIA AND NOITH CAROLINA EXPRESS, daily, for Burkeville, all stations on the Norfolk and Western Railroad Lynchburg, Knoxville, Charlamoga, Memphis, and Nachville; also for Reysville Clarksville, Wand, Henderson, Durham and Raleigh.

TRAIN No. 53, P. M.

TAST MAIL, daily, for all points on the National Clarksville, Wand, Henderson, Durham and Raleigh.

YORK RIVER LINE VIA WEST DAILY EXCEPT SUNDAY HE FAVORITE ROUTE TO BALTIMORE PHILADELPHIA, AND NEW YORK.

LEAVE RICHMOND:
TEAIN No. 51, 329 P. M.

JOCAL EXPRESS, daily, except Sunday, Stops at all stations. At Lester Manor connects with stage for Walkerion; also connects with Baltimore steamer at West Point, TRAIN No. 55, 423 P. M.

PALTIMORE LIMTIEP, daily, except Sunday, for West Point, connecting with York-river steamers for Baltimore. At Baltimore steamers connect with Baltimore and Ohio Railroad for Washington, Philadelphia, and New York. PAIRE Richmond to Baltimore, St. to Washington. St. to Philadelphia.

streets.
SOL, HAAS, JAS, L, TAYLOR,
Traffic Manager. Gen, Passenger Agent
JOSEPH S, POTTS, Div. Pass, Agent.

JEAVE RICHMOND: BYRD-STREET STA-TION.

11:29 P M. Daily, via Petersburg, arriving at Petersburg at 12:92 A. M., connecting with Train No. 1, leaving Petersburg at 12:94 A. M. for Farmwithe, Lynchburg and all points South and West.

11:90 A. M. Daily, rar burkeville, for Farmwille, Lynchburg and the West and South. PULLMAN SLEEPING-CAR ACCOMMODA

Passenger Agen
W. S. BEVILL,
General Passenger Agen
CHARLES G. EDLY, Vice-President,
Charles Office, Koanoke, Va.

STEAMSHIPS.

OLD DOMINION STEAMSHIP COMPANY.

Station: Broad street near seventeenth. FOR NEW YORK, Steamers leave Richmond EVERY TUES-DAY and FRIDAY at 5 P. M. Manifest

Cabin fare to New York via James river route (including meals and berth) scund-trip tickets, limited to thirty 14 00 . 6 00 . 5 00 .. 10 00

Railfoad Jabin fare viz Richmond and Peters-burg Railroad Cabin fare yik Richmond and Fetersburg Radroad.

Dickets can be obtained at A. W. Garber's.
1000 Main street. Chesapeake and ohto and Echmond and Petersburg depots, and at company's offices, 1801 Main street and warf, Rocketts.

Freights forwarded and through bits of lading issued for points beyond New York.
Freight received daily until 5 P. M.
Passengers leaving Eichmond on MON-DAYS. TUESDAYS, WEDNESDAYS, THURSDAYS, and SATURDAYS by the Chesapeake and ohlo rallway (via Nowport News) at 3:20 P. M. and by Richmond and Petersburg radroad, same days at 3:35 P. M. will make connection at NORFOLK with steamer Laving those days.

GEORGE W. A.LLEN & CO., Agents,
No. 13:01 Main street, and
2jy 19-1f Company's Wharf, Rockets.

VIRGINIA STEAMBOAT COM-JAMES RIVER LINE FOR THE SEASHORE CHEAPEST AND MOST PLEASANT ABUTE TO OLD PLEASANT ABUTE TO OLD PORTSMOUTH, VIRGINIA BEACH, OCEAN VIEW, NEWPORT NEWS, CLAREMONT, AND JAMES RIVER LANDINGS.

CONNECTIONS: At OLD POINT and NORFOLK, closely with all times for Baitimore, Philadelphia and New York, Virginia Beach and ocean View same afternoon; also at Norfolk for Eastern Corts Carolina and the South.

At NEW POINT NEWS for Hampton and Smithfield Vis.

At NEW POINT NEWS for Hampton and Smithfield Vis.

FREIGHT. FREIGHT.

Freight received daily for Norfolk, Portsmouth, Smithfield, Hampton, Old Point, Waverly, Hicksford and Alexandria, Va., Wasnington, D. C.; Newberne, Washington and Tarboro, N. C.; all stations on Atlantic and Danville, Scalbaard and Roanoke Norfolk Southern and Farmville and Powhatan Railtoads, and Eastern North Carolina generally; also, for Eastern Shore of Virginia and all regular landings on the James river at LOWEST RATES, and through bills issued.

LUCLEN B. TATUM, Vice-President, No. 1117 Main street and Rocketts.

IRVIN WEISIGER, Freight and Passenger

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP COMPANY. Appointed sailla: days every TUESDAY and FRIDAY at 12 M., and every SUNDAY at 5 A. M. Freight for Tresday's and Friday's steamers r. cerved till 11:30 A. M. For sunday's steamers r. cerved till 11:30 A. M. For sunday's steamer till b P. M. Saturday Freight received daily till 5 P. M.

Fare to Philadelphia

For further information apply to

J. W. McCarricon Southern Agent.

Office, Rocketts.

W. P. CLYDE 4 OA. THE NATIONAL BANK OF GREENSBORO.

RICHMOND. FREDERICKSBURG AND POTOMAC RAILBOAD.—Sched ule commending APRIL 20TH, 1890—East eru standard time:

ero standard time:

7:32 s. m. leaves Byrd-street station daily, stops only at Ashland, Bothwell, Milford, Fredericksburg. Brooke, and Wildewaser. Sleeper Washington and New York.

11:52 s. m. leaves Byrd-street station daily, except Sunday. Parior car Rienmond to Washington,

6:45 p. m. leaves Byrd-street station daily, Sleeping car Richmond to New York.

8:50s. m. arrives at Byrd-street station daily sleeper from New York.

2:38 p. m. arrives at Byrd-street station daily stops at Fredericksburg, Milford, Bothwell, and Ashland. Sleeper from Washington and New York does not stop at Ellis.

ASHLAND TRAINS, DAILY EXCEPT SUNDAYS

RICHMOND AND PETERSBURG RAIL-Commencing SUNDAY, May 11th, 1800 of 7:30 A, M., trains on this road will run a

TRAINS SOUTHWARD.

THE ONLY ALL-RAIL LINE TO NORFOLK

Superindendent, E. T. D. MYERS, General Superintenden T. M. EMERSON, General Passenger Agent

8:30 A. M. Limited, daily, for Old Point and Norfolk. Chair car Richmond to did Point.

11:30 A. M. Express, daily for Cheimont Pullman Sleeping Car Richmond-to White Salbhur, and Pullman Sleeper Charlottesville to Che-

scinnati.

3:20 P. M. Express, daily, for Old Foint and Norfolk. Fullman Sleeping Car Cincinnati to Old Point.

5:00 P. M. Accommonation, except Sunday for Bothwell.

8:15 P. M. The F. F. V. Limited, daily, Fullman sleeping car tild Point to Cincinnati. Solid vestibute train, with dining car and Pullmans, Unarottesville to Cincinnati and Pullmans to Louisville.

ARRIVE AT RICHMOND.

7:25 P. M. ft

FARMVILLE AND POWHATAN No. 703 cast Main street,—Schedule in effect APRIL 16, 1890: ARRIVE AT RICHMOND.

LEAVE RICHMOND.

This old Virginia institution bases a very short and comprehensive rollry free of restrictions and liberal in its terms and conditions.

CHESAPEAKE AND OHIO RAIL

JAME RIVER DIVISION,

G. W. STEVENS, General Super intenden H. W. FULLER, le 22 General Passenger Agent.



Half Century in Successful Operation. INSURANCE AGAINST

6:48 a. m. leaves Fibs. Arrives at Ashland at 7:33 a. m.
4:00 p. m. accommodation leaves Byrd-stree station; arrives at Ashland at 5 p.m.
6:24 p.m. leaves Eibs; arrives at Ashland at 5 p.m.
6:24 p.m. leaves Eibs; arrives at Ashland at 6:45 a. m. arrives Eibs. Leaves Ashland at 6:45 a. m. arrives at Byrd-street station; leaves Ashland at 7:37 a. m.
6:18 p. m. arrives at Eibs; leaves Ashland at 5:30 p. m.

C. A. TAYLOR, Traffic Manager, E. T. D. MYERS, General Superintendent

SCHEDULE IN EFFECT JUNE 2, 1890.

(R. & A. R. R.)
LEAVE RICHMOND.
9:00 A. M. Mail daily for Lynchburg, Lexington and Clifton Forge.
4:30 P. M. For Lynchburg (except sunday), Sisephing car for Lynchburg at train leaves Lynchburg at 6:16 A. M. (except Sunday) for Lexington, Va., and Clifton Forge.

Forge,
ARRIVE AT RICHMOND.
6:30 P. M. daily from Ciliton Forge.
8:20 A. M. (except Sunday) from Ciliton Forge, Lexington, Va., and Lynchburg.
Station: Eighth and Canal Streets.

8:45 a, m, via Richmond, and Banville Rattrona from Farmville, Antioch, McRae, Cumberland Courthouse, Sunnyside, Tolaccoville, Ballsville, Belom, Fownatan Courthouse, Eppes Fails, Winterpock, Satinguarter, via. Richmond and Petersburg Ballsvold from Winterpock, Summit, Perdue, Beach, Fendley, LEAVE RICHMOND.

LEAVE RICHMOND,

3:00 p. m. vla Richmond and Danville Railroad for Farmville, Comborfand Courthouse, Powhatan Courthouse, Powhatan Courthouse, Powhatan Courthouse, Powhatan Courthouse and all intermediate points.

5:15 p. m. vla Richmond and Petersburg Railroad for Eppes Falls, Winterpock and all intermediate points.

All trains daily except Sunday, For tickets, baggage checks, time-tables, &c., call upon A. W. GARBER, Richmond and Petersburg Railroad and Richmond and Petersburg Railroad, M. BUCKINGHAM, General rassenger Agent, JAMES R. WERTH, General Manager, 1929-19

RICHMON Assets - - \$580, JOU.

FIRE & LIGHTNING.